

For Sale.

MacEWEEN, FRICKEL & Co.
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ARE NOW
LANDING FROM AMERICA

TOPOCAN BUTTER
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CODFISH, BOSTONIA.
Prime **BAMS and BACON.**
Family **BEEF** in 25 lb. casks.
Best **MEAT** in 5 lb. casks.
Canning's **VEGETABLES** in 2 lb. cans.
Assorted **CANNED VEGETABLES.**
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Assorted **POPPERS.**
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Fresh **CHICKEN SALMON.**
Dried **APPLES.**
TOMATOES.
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Golden **SYRUP.**
Canned **WHEAT.**
ROMNEY.
HONEY.

FAIRBANKS' SCALES.

400 lb. Capacity.
900 lb. " "
1,200 lb. " "

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CIGARETTES
in crystallized Boxes of 100 at 80.50 per mille.

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in 1 lb. Tins.

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1 and 2 Star BRANDY.
COGNAC BRANDY.
FOUR OLD BOURBON WHISKY.
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FINE NEW SPANISH CUMSHAW TEA, in 5 lb. Boxes.

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BOXES, at Manufacturer's Prices.

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Hongkong, August 15, 1884.

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Intimations.

1450 Prizes - 250,000. 1450 Prizes.
THE SYDNEY JOCKEY CLUB.
TURF CLUB'S MELBOURNE CUP.
CONSULTATION - 1884.
To be run on the Melbourne Race Course, Melbourne, in November, 1884.
MEMBERS 21. RACE.
Distribution of Prizes as follows:
First Horse, 25,000; 10 Cash Prizes, 250 each, 2,500;
Second Horse, 12,500; 10 Cash Prizes, 125 each, 1,250;
Third Horse, 6,250; 10 Cash Prizes, 62 1/2 each, 625;
Fourth Horse, 3,125; 10 Cash Prizes, 31 1/4 each, 312 1/2;
Fifth Horse, 1,562; 10 Cash Prizes, 15 6 1/4 each, 156 1/4;
Sixth Horse, 781; 10 Cash Prizes, 7 12 1/2 each, 78 1/4;
Seventh Horse, 390; 10 Cash Prizes, 3 18 1/2 each, 39 1/4;
Eighth Horse, 195; 10 Cash Prizes, 1 19 1/2 each, 19 1/4;
Ninth Horse, 97; 10 Cash Prizes, 9 19 1/2 each, 9 1/4;
Tenth Horse, 48; 10 Cash Prizes, 4 19 1/2 each, 4 1/4;
Eleventh Horse, 24; 10 Cash Prizes, 2 19 1/2 each, 2 1/4;
Twelfth Horse, 12; 10 Cash Prizes, 1 19 1/2 each, 1 1/4;
Thirteenth Horse, 6; 10 Cash Prizes, 1 19 1/2 each, 1 1/4;
Fourteenth Horse, 3; 10 Cash Prizes, 1 19 1/2 each, 1 1/4;
Fifteenth Horse, 1; 10 Cash Prizes, 1 19 1/2 each, 1 1/4;
Sixteenth Horse, 1/2; 10 Cash Prizes, 1 19 1/2 each, 1 1/4;
Seventeenth Horse, 1/4; 10 Cash Prizes, 1 19 1/2 each, 1 1/4;
Eighteenth Horse, 1/8; 10 Cash Prizes, 1 19 1/2 each, 1 1/4;
Nineteenth Horse, 1/16; 10 Cash Prizes, 1 19 1/2 each, 1 1/4;
Twentieth Horse, 1/32; 10 Cash Prizes, 1 19 1/2 each, 1 1/4;
Twenty-first Horse, 1/64; 10 Cash Prizes, 1 19 1/2 each, 1 1/4;
Twenty-second Horse, 1/128; 10 Cash Prizes, 1 19 1/2 each, 1 1/4;
Twenty-third Horse, 1/256; 10 Cash Prizes, 1 19 1/2 each, 1 1/4;
Twenty-fourth Horse, 1/512; 10 Cash Prizes, 1 19 1/2 each, 1 1/4;
Twenty-fifth Horse, 1/1024; 10 Cash Prizes, 1 19 1/2 each, 1 1/4;
Twenty-sixth Horse, 1/2048; 10 Cash Prizes, 1 19 1/2 each, 1 1/4;
Twenty-seventh Horse, 1/4096; 10 Cash Prizes, 1 19 1/2 each, 1 1/4;
Twenty-eighth Horse, 1/8192; 10 Cash Prizes, 1 19 1/2 each, 1 1/4;
Twenty-ninth Horse, 1/16384; 10 Cash Prizes, 1 19 1/2 each, 1 1/4;
Thirtieth Horse, 1/32768; 10 Cash Prizes, 1 19 1/2 each, 1 1/4;
Total, 250,000.

THE SYDNEY JOCKEY CLUB.

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SHARE LIST - QUOTATIONS.

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Oct. 11, 1884.

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Oct. 11, 1884.

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STEAM LAUNDRIES IN SAN FRANCISCO.

The modern system of washing clothes, if not the perfection of mechanical art, is at least a great saving of labor over the old grandmothers' plan of hand-work, and has only the slight disadvantage of being rather rough on one's line, and such a sudden and sharp removal of buttons that the useful and almost supple button is in a few minutes a mere fragment. The process for washing clothes in a modern laundry, and there are several such in San Francisco, is really interesting, and is the unknown except to the few engaged in the business. The perfection to which the business has been brought is readily shown by the statement that in any steam laundry in San Francisco a bundle of dirty clothes could be thrown in at the door of the washing-room, outside on the books, marked, washed, dried, starched, polished, sorted, wrapped in paper and delivered to the wagon at the door of the distributing-room in fifteen minutes from the time they first entered the building. Of course this would be a great saving of time, but it could be done. The regular routine is for clothes brought in one evening to be returned clean to their owners the second morning thereafter. The process of washing clothes in a modern laundry, and there are several such in San Francisco, is really interesting, and is the unknown except to the few engaged in the business. The perfection to which the business has been brought is readily shown by the statement that in any steam laundry in San Francisco a bundle of dirty clothes could be thrown in at the door of the washing-room, outside on the books, marked, washed, dried, starched, polished, sorted, wrapped in paper and delivered to the wagon at the door of the distributing-room in fifteen minutes from the time they first entered the building. Of course this would be a great saving of time, but it could be done. The regular routine is for clothes brought in one evening to be returned clean to their owners the second morning thereafter.

The cost of washing. By night the bundles are all sorted and ready for tying up the next morning. One wants to see lightning work let them take an early morning trip to some big laundry and watch the distributors at work. The head man takes the bundles from the shelves in rotation and rapidly checks off the pieces. The bundles are then taken to the drying-room, one at a time, and placed on a paper on which the number, address and cost is written, roll the paper round it and tie it up with string in less time than it takes to write one line of this paper. As soon as the bundles are all sorted, the bundles are given to the drivers, and nothing remains to be done but deliver them and collect pay. The machinery and plant of a good-sized laundry will cost fully \$50,000, and the place will give work to from 200 to 250 hands. On general work profits are small, but on ladies' fine fancy things they are enormous. It is no rare thing for ladies' bills to run from \$25 to \$30 a week, though such extravagance are, as a rule, confined to leading actresses. Among laundrymen Ellis Wilson is spoken of with respect as the most extravagant of all. He is the master of clean linen, and among the men of this city, Obediah Livermore is granted the palm by common consent. Miss Wilson often had to pay as high as \$5 for a single piece, so elaborate were the lace and frills and fluting she affected. The cost of washing to single gentlemen ranges from seventy-five cents to \$3 per week, depending to some extent on the frequency with which they change their linen, but no man has any chance to approach the other sex in the cost of keeping clean.

Government Notification.

No. 50.

The following Rules regarding signaling at Sea are published for general information.

By Command, FRIDERICK STEWART, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 17th February, 1884.

SIGNAL STATION, VICTORIA PEAK, HONGKONG, 1823 Feet above Sea Level.

1. The Union Jack will be hoisted at the Mast Head when any vessel is being signalled.

2. The Commercial Code of Signals for all Nations will be used at the Station.

3. All Signals made by vessels in the Offing will be repeated.

4. When Signalling to Men-of-War in the Harbour, the White Ensign will be hoisted at the Mast Head, and the Mast Head of the Man-of-War.

5. When a Steamer, or the smoke of a Steamer, is sighted, the Compass Bearing at the Yard Arm, and Distance off the Mast Head, will be hoisted. If, when the signal is made out, it is not a Mail Steamer, the Vessel's Distinctive Flag will be hoisted at the Mast Head. The Compass Signal will be hoisted until the vessel anchors. The Distance Signal will be kept flying for half-an-hour, and changed at each successive half hour to show the Distance off at that time. When the vessel is between Green Island and the North Point of Hongkong the Distance Signal will be hoisted down. If the Mail Steamer is not in the Harbour when it is too dark to distinguish flag, a red light will be exhibited at the Red Yard Arm, or a green light at the Red Yard Arm until she anchors.

6. If the Steamer is a regular Mail Steamer a Gun will be fired, and a Ball over the English, French, or American Ensign, with the Distance off at that time, will be shown at the Mast Head. The Compass Signal and Symbol will be hoisted down. The Ball and Ensign will be kept up until the vessel anchors. The Distance Signal will be kept flying for half-an-hour, and changed at each successive half hour to show the Distance off at that time. When the vessel is between Green Island and the North Point of Hongkong the Distance Signal will be hoisted down. If the Mail Steamer is not in the Harbour when it is too dark to distinguish flag, a red light will be exhibited at the Red Yard Arm, or a green light at the Red Yard Arm until she anchors.

7. River Steamers will not be signalled. The approach of other Steamers from Macao or Canton will be made known by showing the National, or House Flag and Symbol at Yard Arm.

8. If a Flag showing that an Officer of high rank is on board an incoming vessel, a similar Flag will be shown above the Ball, or the Flag alone will be hoisted at the Mast Head.

9. The approach of Men-of-War and Sail vessels will be notified by their proper Symbols and National Colours, or House Flag, at the Quarter of the Yard, or at the Yard Arm.

Note.—The Distances of vessels will be estimated from the Peak, and will be made by means of the Numerals which are attached to the letters in the table of Flags.

H. G. THOMSON, Esq., Harbour Master, do.

Thirteenth Volume of the 'CHINA REVIEW.'

Now Ready.

No. 1.—Vol. XIII.

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Hongkong, October 6, 1884.

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Baxter's Celebrated 'Barley Bree' WHISKY, \$72 per Case of 12 doz. GIBB, LIVINGSTON & Co., Hongkong, July 18, 1884. 1187

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Hongkong, January 23, 1884. 143

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LANE, CRAWFORD & Co., Hongkong, January 15, 1883. 151

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Hongkong, May 1, 1882. 256

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Dividends of the 31st November next, will be made up by the Company, and no subsequent claims or alterations will be allowed.

By Order of the Directors, JAS. B. COUGHTRY, Secretary. Hongkong, September 1, 1884. 1467

NOTICE.

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Forms of Schedule may be had on application at the Office of the ORIENTAL BANK CORPORATION, Queen's Road, Hongkong.

For the OFFICIAL LIQUIDATOR OF THE ORIENTAL BANK CORPORATION, By his Attorneys, J. MELVILLE MATSON, H. HOWARD TAYLOR. Hongkong, August 2, 1884. 1285

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ARNOLD, KARBURG & Co., Hongkong, November 5, 1883. 855

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Hongkong, January 4, 1887. 100

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HOLLIDAY, WISE & Co., Hongkong, July 25, 1872. 498

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co., Hongkong, January 1, 1882. 14

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, via OVERLAND RAILWAYS, and thence to AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship 'CITY OF ROME' will depart for San Francisco, via Yokohama, on TUESDAY, the 14th October, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama, and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany, by all trans-Atlantic lines of Steamers.

Reviser's Passages—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 per cent. Return Fare; if re-embarking within one year, an allowance of 10 per cent. Return Fare; if re-embarking after one year, a discount of 5 per cent. Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. on the 13th Oct. Parcel Postages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to arrive in full; value of same is required.

Consular invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 60A, Queen's Road Central, Hongkong.

F. E. YOSTER, Agent. Hongkong, September 30, 1884. 1051

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, AND LONDON, ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.E. Cargo can be taken on through Bills of Lading for BATAVIA, PEERMAN, GULF PORTS, MADRILLER, TRINIDAD, LAMARCA, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship, BRINDISI, Captain J. Reeves, with Her Majesty's Mail, will leave for SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, OMAN, and other ports of Call on TUESDAY, 14th October, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) in the Office until 10 a.m. on the day of sailing.

Further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are requested to forward to the Agents, before the departure of the Company's Black Ball of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

N.E.—This Steamer takes Cargo and Passengers for MADRILLER.

A. McIVER, Superintendent. Hongkong, September 20, 1884. 1646

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTES FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

ON TUESDAY, the 21st October, 1884, at Noon, the Company's S.S. 'ORANIE' will leave for SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 20th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent. Hongkong, October 6, 1884. 1093

KOWLOON FERRY.

The launch 'Morning Star' will run as follows during the Summer Months:

WEEK DAYS. SUNDAYS.

6.00 A.M. 7.00 A.M. 8.00 A.M. 9.00 A.M.

8.00 " 9.00 " 10.00 " 11.00 "

8.40 " 9.40 " 10.40 " 11.40 "

10.40 " 11.40 " 12.30 " 1.00 P.M.

1.00 " 2.00 " 3.00 " 4.00 "

2.10 " 3.10 " 4.10 " 5.10 "

3.30 " 4.30 " 5.30 " 6.30 "

4.30 " 5.30 " 6.30 " 7.30 "

5.30 " 6.30 " 7.30 " 8.30 "

6.30 " 7.30 " 8.30 " 9.30 "

7.30 " 8.30 " 9.30 " 10.30 "

8.30 " 9.30 " 10.30 " 11.30 "

9.30 " 10.30 " 11.30 " 12.30 "

10.30 " 11.30 " 12.30 " 1.00 P.M.

11.30 " 12.30 " 1.00 " 2.00 "

12.30 " 1.00 " 2.00 " 3.00 "

1.00 " 2.00 " 3.00 " 4.00 "

2.00 " 3.00 " 4.00 " 5.00 "

3.00 " 4.00 " 5.00 " 6.00 "

4.00 " 5.00 " 6.00 " 7.00 "

5.00 " 6.00 " 7.00 " 8.00 "

6.00 " 7.00 " 8.00 " 9.00 "

7.00 " 8.00 " 9.00 " 10.00 "

8.00 " 9.00 " 10.00 " 11.00 "

9.00 " 10.00 " 11.00 " 12.00 "

10.00 " 11.00 " 12.00 " 1.00 P.M.

11.00 " 12.00 " 1.00 " 2.00 "

12.00 " 1.00 " 2.00 " 3.00 "

1.00 " 2.00 " 3.00 " 4.00 "

2.00 " 3.00 " 4.00 " 5.00 "

3.00 " 4.00 " 5.00 " 6.00 "

4.00 " 5.00 " 6.00 " 7.00 "

5.00 " 6.00 " 7.00 " 8.00 "

6.00 " 7.00 " 8.00 " 9.00 "

7.00 " 8.00 " 9.00 " 10.00 "

8.00 " 9.00 " 10.00 " 11.00 "

9.00 " 10.00 " 11.00 " 12.00 "

10.00 " 11.00 " 12.00 " 1.00 P.M.

11.00 " 12.00 " 1.00 " 2.00 "